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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.		
10/675,835	09/30/2003	Adrian B. Chernoff	GP-303217	6890		
7590 03/01/2005			EXAMINER			
KATHRYN A MARRA			SY, MARIA	SY, MARIANO ONG		
General Motors Corporation Mail Code 482-C23-B21			ART UNIT	PAPER NUMBER		
P.O. Box 300			3683	3683		
Detroit, MI 48	3265-3000	DATE MAILED: 03/01/2005				

Please find below and/or attached an Office communication concerning this application or proceeding.

<del></del>		Applicati	on No.	Applicant(s)	
1		10/675,8		CHERNOFF ET AL.	,
/	Office Action Summary			Art Unit	
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THE - Exte after - If the - If NO - Failu Any	ORTENED STATUTORY PERIO MAILING DATE OF THIS COMM nsions of time may be available under the provisit (6) MONTHS from the mailing date of this period for reply specified above is less than the period for reply is specified above, the maximure to reply within the set or extended period for reply received by the Office later than three more proper processed by the Office later than three more part and patent term adjustment. See 37 CFR 1.704	IUNICATION. isions of 37 CFR 1.136(a). In no ev communication. irty (30) days, a reply within the stat um statutory period will apply and w reply will, by statute, cause the app nths after the mailing date of this co	ent, however, may a reply be ti utory minimum of thirty (30) da till expire SIX (6) MONTHS fron lication to become ABANDON	imely filed  ys will be considered timely.  n the mailing date of this communicat  ED (35 U.S.C. § 133).	tion.
Status					
1)[X]	Responsive to communication(s	) filed on <i>26 January 200</i>	5		
l <u>—</u>	This action is <b>FINAL</b> .	2b) ☐ This action is n	<del>_</del>		
1 1	Since this application is in condi	<i>'</i> —		rosecution as to the merits	is
	closed in accordance with the pr				
Disposit	ion of Claims				
i	Claim(s) <u>1-15</u> is/are pending in t	he application			
1763	4a) Of the above claim(s) 4-7 and		from consideration		
5)□	Claim(s) is/are allowed.	<u> </u>	morn consideration.		
· —	Claim(s) <u>1-3 and 8-11</u> is/are reje	ected.			
7)	Claim(s) is/are objected to	0.			
8)	Claim(s) are subject to re	striction and/or election r	equirement.	•	
Applicat	ion Papers				
'	The specification is objected to b	v the Evaminer			
1	The drawing(s) filed on is/	= -	nhiected to by the	Fyaminer	
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	Replacement drawing sheet(s) inclu			* *	1(d).
11)	The oath or declaration is objected				
Priority (	ınder 35 U.S.C. § 119				
	Acknowledgment is made of a cla	aim for foreign priority	dor 251100 5 440/-	) (d) or (f)	
	☐ All b)☐ Some * c)☐ None d		uei 33 U.S.C. § 119(8	a)-(u) UI (I).	
-//	1.☐ Certified copies of the prior		n received		
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	3. Copies of the certified cop				
	application from the Intern				
* 5	See the attached detailed Office a			ed.	
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Attachmen	, .				
	e of References Cited (PTO-892) e of Draftsperson's Patent Drawing Revie	w (PTO-948)	4) Interview Summary Paper No(s)/Mail D		
3) 🔲 Inforr	nation Disclosure Statement(s) (PTO-144		5) Notice of Informal (	Patent Application (PTO-152)	
L	r No(s)/Mail Date		6)  Other:		
U.S. Patent and To PTOL-326 (R		Office Action Summa	ry P	art of Paper No./Mail Date 02182	2005

## **DETAILED ACTION**

1. The amendment filed on January 26, 2005 has been received.

## Claim Rejections - 35 USC § 102

2. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless -

- (b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.
- 3. Claims 1-3 and 8 –11 are rejected under 35 U.S.C. 102(b) as being anticipated by Reichenberger (U.S. Patent Number 4,078,628).

Re-claims 1-3 and 8-11 Reichenberger disclosed, as shown in the figure, a vehicle comprising: a steering column including a steering shaft extending from a passenger compartment to an engine compartment; a steering hand wheel 10 operatively connected to the steering shaft; a by-wire braking system responsive to electronic control signals; a driver-operable control input device 12 supported by the steering column and including a braking ring 12, adjacent to the steering hand wheel, manipulable by a driver; and a transducer 36 operatively connected to the member to convert the effects of driver manipulation of the member to electronic control signals and transmit the electronic control signals to the by-wire braking system; a plurality of sensors 16, 36, a controller, and braking system actuator 30; wherein the steering hand wheel and the braking ring are characterized by a common axis of rotation, see abstract and col. 1, lines 45-54. It is inherent that a steering wheel and steering column should

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have a steering shaft and it is inherent that the steering shaft extends from the passenger compartment to the engine compartment as disclosed by fig. 1-2 of W. Engler (US 2,539,994). Reichenberger disclosed that the braking system is an electrohydraulic control system (see col. 2, lines 61-668 and col. 3, lines 1-2). It is inherent that a brake-by-wire type system does not exclude hydraulic brake system and is inherent that brake system should have a controller as disclosed by Sawada (US 6,234,588) see col. 1, lines 34-38.

4. Applicant's arguments filed on January 26, 2005 have been fully considered but they are not persuasive.

Examiner maintains the rejection is proper.

Applicant argued in the remarks that Reichenberger '628 does not disclose a by-wire brake system, does not disclose that "control wheel 12" is rotatable, does not disclose a steering shaft extending from a passenger compartment to an engine compartment.

It is inherent that a steering wheel and steering column should have a steering shaft and it is inherent that the steering shaft extends from the passenger compartment to the engine compartment as disclosed by fig. 1-2 of W. Engler (US 2,539,994).

Reichenberger disclosed that the braking system is an electro-hydraulic control system (see col. 2, lines 61-668 and col. 3, lines 1-2). It is inherent that a brake-by-wire type system does not exclude hydraulic brake system and is inherent that brake system should have a controller as disclosed by Sawada (US 6,234,588) see col. 1, lines 34-38.

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As for the "control wheel 12", claim 3 recites " wherein the steering hand wheel and the braking ring are characterized by a common axis of rotation". The phrase "by a common axis of rotation" does not mean that "control wheel 12" has to be rotatable.

5. **THIS ACTION IS MADE FINAL.** Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the mailing date of this final action.

6. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Mariano Sy whose telephone number is 703-308-3427. The examiner can normally be reached on Mon.-Fri. from 9:00 A.M. to 3:00 P.M.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, David Bucci, can be reached on 703-308-3668. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

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May

M. Sy

February 18, 2005

MATTHEW C. GRAHAM PRIMARY EXAMINER

GROUP 310